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NOV 07 2005

Amendments to the Specification:

Please replace Paragraph [0088] with the following:

The embodiment of Figure 4 includes a "floating EGR" feature with exhaust gas sourced from connecting portion 26' of the exhaust manifold and delivered through EGR cooler 70' and EGR valve 124 as low-pressure EGR to the inlet of compressor 30' in the series configuration or as high-pressure EGR delivered to the outlet of compressor 42' in the parallel configuration.

Alternatively, the embodiment of Figure 4 may include a high-pressure EGR loop 126 (HP EGR) rather than the "floating EGR" feature such that EGR is delivered downstream of the compressors in either configuration.

Please replace Paragraph [0042] with the following:

Figure 5 is a compressor map illustrating representative full load operating lines 140 from idle to rated speed for high and low pressure compressors in a system or method for turbocharging an internal combustion engine according to the present invention. The compressor map of Figure 5 plots pressure ratio as a function of corrected airflow for twin turbochargers switchable between series and parallel configurations according to the present invention. As shown in the compressor map of figure Figure 5, the present invention provides for operation of both turbochargers across the entire operating range of the engine from idle to rated speed. In addition, the present invention facilitates operation of both turbochargers in an aerodynamically efficient region away from surge line 142 and choke line 144. Line 146 represents operation of the high-pressure compressor, i.e. the downstream compressor when arranged in the series configuration. Line 150 represents operation of the low-pressure compressor, i.e. the upstream compressor when arranged in the series configuration and whose inlet is connected to ambient in both configurations. As shown in Figure 5, the compressors operate along similar lines for lower corrected airflows in the series configuration and begin to diverge before the system transitions from series to parallel operation as indicated generally at 150. As the outlet pressure from low pressure compressor 42 increases, the high-pressure compressor operating line 146 diverges from low-pressure compressor operating line 150. Operating lines 146, 150 converge again when the transition has been completed as represented generally at 152 and follow a similar operating line for higher corrected airflows. As illustrated in Figure 5, in contrast to a conventional series sequential turbocharger system, both turbochargers in a system or method according to the present invention are utilized across the entire operating range from idle to full rated engine speed, i.e. neither of them are bypassed or idled and are therefore fully utilized. In addition, both turbochargers work in a narrower operation range because each turbocharger handles approximately half of the charge airflow so that both can be sized to work primarily in an aerodynamically efficient operating region.